

opportunity to use binding interest arbitration when the agency has determined that further mediation efforts will not be successful. In addition, the parties may directly agree to resolve their collective bargaining dispute or portions of their dispute through interest arbitration. NMB generally provides the parties with panels of potential arbitrators from which they select an individual to resolve their dispute. In some instances, however, the parties agree to allow NMB to directly appoint an arbitrator. Interest arbitration decisions are final and binding with very narrow grounds for judicial appeal.

Sources of Information

Electronic Access Information pertaining to Board operations, including weekly case activity reports, representation determinations, press releases, and an agency directory, are

available on the Internet at www.nmb.gov.

NMB Knowledge Store The Knowledge Store contains over 100,000 documents in an easily searchable format, including arbitration awards, representation decisions, annual reports, PEB reports, industry contracts, and union constitutions and bylaws.

Publications The *Annual Reports of the National Mediation Board* are available on the NMB Web site (www.nmb.gov) in the Knowledge Store. A limited supply of paper copies is also available for public distribution by calling 202-692-5031.

Virtual Reading Room Copies of collective-bargaining agreements between labor and management of various rail and air carriers and NMB Determinations (back to at least October 1, 1998) are available on the NMB Web site (www.nmb.gov) in the Knowledge Store.

For further information, contact the Public Information Officer, National Mediation Board, Suite 250 East, 1301 K Street NW., Washington, DC 20005-7011. Phone, 202-692-5050. Internet, www.nmb.gov.

NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

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[For the National Railroad Passenger Corporation statement of organization, see the *Code of Federal Regulations*, Title 49, Part 700]

The National Railroad Passenger Corporation was established by Congress to meet the Nation's intercity passenger transportation needs.

The National Railroad Passenger Corporation (Amtrak) was created by the Rail Passenger Service Act of 1970, as amended (49 U.S.C. 241), and was incorporated under the laws of the District of Columbia to provide a balanced national transportation system by developing, operating, and improving U.S. intercity rail passenger service.

Amtrak operates approximately 300 trains per day, serving over 500 stations in 46 States, over a system of 21,800 route miles. Of this route system, Amtrak owns about 530 route miles in the Northeast and several other small track segments elsewhere in the country.

Amtrak owns or leases its stations and owns its own repair and maintenance facilities. The Corporation employs a total workforce of approximately 19,000 and provides all reservation, station, and on-board service staffs, as well as train and engine operating crews. Outside the

Northeast Corridor, Amtrak contracts with privately or publicly owned railroads for the right to operate over their track. Under contract, these railroads are responsible for the condition of the roadbed and for coordinating the flow of traffic.

In fiscal year 2008, Amtrak transported over 28 million people with 78,000 passengers traveling on Amtrak per day. Also, Amtrak runs commuter trains under contract with several commuter agencies.

Although Amtrak's basic route system was originally designated by the Secretary of Transportation in 1971, modifications have been made to the Amtrak system and to individual routes that have resulted in more efficient and cost-effective operations. Although capital funding has increased in recent years, operating budget constraints mean that new service will only be added if a State agrees to cover any operating losses.

For further information, contact the Government Affairs Department, Amtrak, 60 Massachusetts Avenue NE., Washington, DC 20002. Phone, 202-906-3918. Internet, www.amtrak.com.

EDITORIAL NOTE: The National Science Foundation did not meet the publication deadline for submitting updated information of its activities, functions, and sources of information as required by the automatic disclosure provisions of the Freedom of Information Act (5 U.S.C. 552(a)(1)(A)).

NATIONAL SCIENCE FOUNDATION

4201 Wilson Boulevard, Arlington, VA 22230

Phone, 703-292-5111. TDD, 800-281-8749. Internet, www.nsf.gov. Email, info@nsf.gov.

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